Approved For Release 2000(09/11,; CIA-RDP80-00809A000500450228-7

SECRET

CENTRAL INTELLIGENCE AGENCY

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The motor gasoline will be loaded 76 Cct. CFR Motor Method quality.

The aviation gasoline is supposed to be a quality corresponding to avgas 100/130, but from a sample we arrived to appendication as in attachment No. 1.

Turbo feel is called 'Quality T-1', but no a scifications are known yet.

For Kerosene is given the colour specification only Stammer 3-0.1 (corresponding to Daybolt 16.5). We know from experience that the kerosene last year sometimes had a very poor ploudpoint, between -22°C and 31°C only.

48 vaporizing oil is offered a quality with 50 oct. CFS Motor Method, but the distillation curve does not come up to our local requirements.

Regarding the gasoil the quality will depend on whether the products will be supplied from Rumania or the export barbours on the east side of the Black Sea, which is not yet known. The Rumanian gasoil has been a 56-58 dissel index quality with for Pinnish conditions very unsuitable cloudpoint, around \$\pm\$ O only. The gesoil chipped from Batum has a diesel index of approximately 48, but an ASTM cloudpoint and an ASTM pour point which cometimes go down to -30°C and -40°C, respectively.

The distillate fuel oil will presumably be a mixture of 95% of the above mentioned alternative gasoil qualities and 5% of residual fuel oil.

Final transformation of the so-called maxut has a viacosity of 20-25° Englier at 50°C and an ACTY pour point of +10 +15°C. There has also been some talk about an alternative quality with viscosity 12-15° Englier at 50°C and pour point 5°C, but this quality would have a sulphur content of 2.5%, the above mentioned quality having calow 0.1% alphur.

Regarding lubricating oils it might be mentioned that no high grade qualities seem to be available.

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negotiations about re-exportation of Soviet oil products through the Finnish authorities to Western European countries were caucied out in Moscow.

The reason for these negotiations, from the viewpoint of the Finnish Government, is to get some of Finland's fairly large currency amounts receivable from the Eastern bloc transferred to Western currencies which, as well known, still are scarce in Finland. Among others, re-exportation to Switzerland of 100,000 tons masut, pour point . C, was discussed.

Further they preliminarily discussed re-exportation to Oweden, Belgium, France, Western Germany, Italy and South America, and one of the representatives of the Finnish Government advised the suppliers that he was interested in re-exporting gasoil, distillate fuel oil, masut, crude oil, toluol, and paraffin.

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25X1A

Attachment No. 1

"Certificate of Gasoline Analysis No. 1820/53

Aviation Gasoline, T.B. Herttoniemi

Arrived 22 Dec

Ready 30 Dec Helsinki, 30 Dec 53 Specific weight at 15°C 0.7252 ASTM D910-52T 4N-F-486

Octane No. C.F.R.-M.M. 96.5

Distillation: Initial Boiling Point 43°C

Final Residue % 1.3 mex 1.70° max 170°

LOSS % 1.7 max 1.5 max 1.5

Total % 97.0 min 97

% Distilled at 50°C 3.0 600 10.0 70° 19.5 80° 29.0 900 38.5 100° 110° 120° 125° 61.5 75.0 80.0 130° 85.0 1400 91.0 150° 160° 94.5 96.5 164° 97.0

max 70° 58°C 75° 105° 135° 10% d stilled at -10% min 50% max 1050 -50% ာတွင် 135°C min 1000 max 1250 -90% traethyl lead content ml/U.S.G. 4.36 91-98 max 2.0 ml/USG max 4.6 0.02 max 0.05 max 0.5 Steam pressure REID lbs/sq in. 7.3 max 7.0 meux 7.0 Orange red 91-98-Blue 91-98-51ue

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	751.11	21M(N)"	. J SUPLICT & AR :A :	JD.,
_	751.11	N(FM)	7-12/735.613	N(FM)
	11/735.611	21M(N)	7-12/735.62	N(FM)
7-	11/735.613	21M(N)	7-1::/735.63	N(FM)
	11/735.62	21M(N)	7-12/735.64	N(FM)
	11/135.63	21M(N)	7-12/735.65	N(FM)
	11/735.64	21M(N)	7-12/735.6	N(FM)
[-	11/735.65	21M(N)	7-12/735.68	N(FM)
	11/735.66	SIM(N)	7-12/711.116	N(FM)
	11/735.68	21W(N)	7-12/711.115	N(FM)
	11/711.116	21M(N)	2 - 5/7 3 5.613	N(FII)
	11/711.115	21W(N)	751.111	2IM(N)MD)
7-	12.735.611	N(FM)	751.111	M/D(N)(FM)
			751.111	N(FM)(MD)

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